

**I-370 – near Shady Grove:** SHA has shifted more than 3,000 feet of westbound I-370 between the Shady Grove Road overpass and the I-370 Bridge over the CSX railroad. The construction speed limit throughout the lane shift is 40 mph. The temporary re-alignment of I-370 will allow for continued ICC bridge construction.

**Cape May Road:** Cape May Road at New Hampshire Avenue (MD 650) has been closed permanently. Residents and motorists will use alternate local roads, including Good Hope Road.

**New Hampshire Avenue (MD 650):** Traffic switch (shift all traffic to two lanes each way on current southbound side) anticipated late August.

**Briggs Chaney Road:** Briggs Chaney Road south of US 29 near Gentry Ridge Court has been shifted to a new temporary roadway east of existing Briggs Chaney Road, for approximately one year while the new bridge is constructed that will carry traffic over the ICC.

**I-95 Southbound:** Traffic shift on, or about, 08/17/09 until summer 2011.

Getting the word out to contractors and businesses eligible to participate in the SHA Disadvantaged Business Enterprise (DBE) program is a priority for the ICC project. SHA understands that living its vision of providing its customers with a world-class highway system includes honoring its commitments to its partners by assuring contracting opportunities that include and reflect the rich diversity of the Maryland community. ICC's comprehensive DBE program provides a variety of services to approximately 1,600 businesses, both prime and subcontractors, in the areas of outreach, business assistance, contract compliance and on-the-job training.

The primary focus of the ICC outreach efforts is to encourage DBEs to attend contract specific informational meetings. The meetings include critical, time-sensitive information about the ICC and its many contract opportunities prior to the contracts' advertisement. Meetings provide the forum to meet others who are working (or are interested in working) on the ICC and to market their firm's capabilities to prospective Design-Build contractors and their subcontractors, as well as to prime and subcontractors for the Environmental and Mitigation contracts.

To learn more about the program and upcoming DBE events, please call 1.301.586.9245 or toll free at 1.866.462.0020. Information on the Intercounty Connector and the DBE program also may be found on the project website at **[www.iccproject.com](http://www.iccproject.com)**.

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Visit the website at **[www.iccproject.com](http://www.iccproject.com)**. The ICC is always improving its website and wants to hear suggestions and comments on how we can make it easier and more useful for you. If you have comments on the website, contact **[iccproject@sha.state.md.us](mailto:iccproject@sha.state.md.us)** or you may call toll free 1.866.462.0020.



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Governor Martin O'Malley visits the ICC

## GOVERNOR MARTIN O'MALLEY VISITS THE ICC

Recently Maryland Governor Martin O'Malley, along with then Maryland Transportation Secretary John D. Porcari (now U.S. deputy secretary of Transportation) and State Highway Administrator Neil J. Pedersen, made a visit to the Intercounty Connector (ICC) at US 29 for a briefing of the project's progress.

ICC Project Director Melinda Peters led the Governor on a tour of the area, which included the Governor inspecting rebar work on a bridge pier from a raised lift, assisting with pouring concrete into a bridge abutment and assessing, from the top of a berm, a panoramic view of the work being done east and west of US 29.

SHA's ICC Environmental Manager Robert Shreeve briefed the Governor on the many environmental aspects of of the ICC, including the turtle rescue effort, while showing him the special fencing designed to keep the turtles clear of the construction areas and out of harm's way.

The Governor expressed his pleasure that the mega-project is on schedule, on budget and paying close attention to environmental protection.

Other key officials on hand included Senator Jennie Forehand (17th District); Nelson Castellanos, Maryland Division Administrator for the Federal Highway Administration (FHWA), and John Jefferies from Maryland's Department of Labor, Licensing, and Regulation (DLLR).

## ICC WILL OPERATE AS A TOLL ROAD

### MDTA to hold public hearings on proposed toll rates

When Contract A of the ICC opens in the fall 2010, it will operate as a toll road, as will the remaining portions of the highway scheduled to open late 2011, or early 2012. Toll rates for the ICC have not been set yet. The Maryland Transportation Authority (MdTA), the state agency that will own and operate the ICC, plans to announce proposed toll rates and hold public meetings approximately 12 months before Contract A opens, likely fall 2009. The MdTA will

launch a major public information initiative later this year to educate future customers and the public on how to use the ICC once Contract A opens in 2010.

Toll rates will be set to generate revenue to offset capital and operating costs, as well as to manage demand and congestion on the ICC. Toll rates are revised periodically, as needed to meet funding and traffic management requirements.

Toll rates will likely vary depending on the time of day – increasing during peak operating periods, such as morning and afternoon rush hours, to manage demand and help keep traffic moving smoothly. Toll rates also will vary by the number of vehicle axles, with large trucks and other vehicles with three or more axles paying a higher toll than two axle vehicles.

Motorists using the ICC will pay tolls at highway speeds using the convenient *E-ZPass*® electronic system, now used on the Bay Bridge and other Maryland and Virginia toll roads, bridges and tunnels. The ICC will not have toll plazas, or cash toll collection facilities.

There are several ways to obtain an *E-ZPass*. Drivers can visit [www.ezpassmd.com](http://www.ezpassmd.com) online and open an *E-ZPass* account, locate *E-ZPass* Stop-in Centers in Maryland, or obtain a listing of retail sites that sell *E-ZPass* "On the Go." For those motorists not using *E-ZPass*, "video tolling" will be used. Vehicle owners will be mailed a bill generated by a video image of their vehicle's license plate. The bill will include the charge for the toll, plus an administrative fee covering the cost for video tolling.

More information about ICC operations, including tolling, will be included in the next issue of ***The Connector***.



A view of the ICC's "signature" bridge over Rock Creek in Contract A.



## FOCUS ON THE ENVIRONMENT:

## SHA LEADS INDUSTRY IN ENVIRONMENTAL COMMITMENT SPARKING INNOVATION AND IMPROVING WATER QUALITY

### "Rain for Rent" Machine uses organic liquid to clear sediment from water

When SHA and ICC contractors were looking at ways to meet Maryland Department of Environment's (MDE) new, more stringent water quality regulations, they turned to nature and one of the project's subcontractors to create a safe system to filter run-off from clay soil. This approach protects the environment and avoids potential regulatory violations and/or severe construction delay.

Runoff water associated with clay soil, like that found along the ICC construction corridor, is typically very muddy water that can stay cloudy for years. For decades, the chemicals used to get sediment out of water had toxic "side effects" associated with heavy metals and they were not authorized for use in Maryland.

Returning to nature's resources, SHA's ICC team tried a natural substance from processed crab, shrimp and oyster shells to remove sediment from water. The organic liquid is so harmless that it is used as a food additive in other applications. SHA sought and received approval from environmental regulatory agencies to use this natural additive during construction. This is the first time in recent history that an additive has been approved for water processing at Maryland construction sites.

How it works: Sediment laden water is drawn into the machine via pumps and the organic liquid is added. Then the runoff water is sent through a settling tank, sand filters and bag filters.

The water is tested to ensure that it is clean and free of the processing additives, and then discharged to a stream. The system can filter up to 200 gallons per minute, or 12,000 gallons per hour. The organic additive (called a flocculent) has performed extremely well on the ICC, efficiently treating highly turbid water to meet or exceed regulatory requirements.

Four mobile treatment systems were constructed specifically for the ICC and provide treatment capability at construction sites throughout the ICC corridor.



## NATIONAL CAPITAL TROLLEY MUSEUM REOPENS THIS SUMMER

### SHA funds museum's new visitor's center at new site

National Capital Trolley Museum board members, along with SHA and Maryland-National Capital Park and Planning Commission (M-NCPPC) officials, recently gathered at the museum's new visitor's center for a sneak preview prior to its reopening later this summer.

"We are thrilled to be moving into a beautiful, new and spacious facility," said director of Development and volunteer trustee Wesley Paulson. "For a long time we have needed to modernize and expand our facilities to meet the requirements for our conservation, education and interpretative programs, but the financial pieces just did not fit."



"When the final right-of -way of the Intercounty Connector (ICC) was determined in 2006, SHA and the M-NCPPC got involved and things fell into place," added board President Ken Rucker.

The National Capital Trolley Museum was founded in 1959, near the end of abandonment of streetcar service in the District of Columbia. The original museum was located at the Bonifant Road site since 1969, on M-NCPPC property. When faced with vacating its location, the Trolley Museum was offered a new site by the M-NCPPC, just up the hill from its former home. SHA worked closely with trolley board members on the move and funded \$5.63 million for the new visitor's center, maintenance barn and relocation costs.

"SHA was sympathetic to the trolley museum's situation. By the museum moving from its former facility in a timely manner, we were able to financially assist in relocating it to a new ADA compliant facility, thus allowing for the ICC's construction," explained SHA Director of Real Estate Joe Miklochik.

"The Trolley Museum has made a valuable contribution to the history of the region and we are proud to play a part in helping it continue its mission. We wish it every success," said ICC Project Director Melinda Peters.

The new 14,000 sq. ft., \$3 million facility, designed by NS Architects of Rockville, MD and built by Gardiner & Gardiner of Crofton, MD, consists of the visitor's center and a building for storage and streetcar maintenance. Another building, Streetcar Hall, was finished earlier last year as part of Phase I, funded by a combination of private, state, county and federal funds, including support from SHA's transportation enhancement fund program. JoAnne Murray was the architect and Kane Construction was the general contractor for Streetcar Hall. A new railway segment connects these facilities to the end of the present railway at Dodge Loop. Museum programming will expand with dedicated auditorium, classroom, library and archival storage spaces.

"It is incredibly exciting to be able to share with the public new aspects of the historical significance of trolleys. The new facility provides unlimited opportunities and experiences for interaction with visitors that was just not possible in our former home," stated Mr. Paulson.

The museum temporarily closed in December 2008, and officially reopens to the public later this summer. For more information, please contact the museum at 301- 384-6088, or visit the website at <http://www.dctrolley.org>.

## ICC TRAFFIC TIPS AND WORK ZONE SAFETY

### Traffic Information for Contracts A, B and C

As the ICC construction continues and increases, so does the need of motorists and area residents for accurate and timely traffic information. It also affects the number of work zones



in the area. During the next several months with the milder weather, the number of work zone sites will multiply. Remember, that work zones are not only large construction projects, like the ICC, but include smaller, mobile operations such as mowing, pothole repair and litter pickups.

Protecting work crews and the public is SHA's primary concern. Work zones, and the information and messages that they convey, are to help you get to your destination safely and with as little inconvenience as possible. Concrete barriers, temporary crash cushions, barrels, temporary traffic signs and variable message boards are used to alert and guide motorists through the work zones. SHA reminds motorists to "Think Orange" as they drive through the work zone, reduce speeds and be attentive. To learn more about work zone safety visit [www.choosesafetyforlife.com](http://www.choosesafetyforlife.com).

The following is a compilation of traffic tips to keep everyone on time and on schedule, as they travel through the ICC corridor. Details are available on the website. Please check the website often for up-to-date and temporary changes at [www.iccproject.com](http://www.iccproject.com).

### Contract A: from I-370 to east of MD 97 (Georgia Avenue)

**Needwood Road:** Northbound and southbound traffic along Needwood Road has shifted onto a new adjacent temporary road. This new alignment will be in place for approximately one year and is necessary to construct the new Needwood Road Bridge over the ICC.

**Redland Road:** Motorists are now using the Redland Roads Bridge over the future ICC. Approximately 150 feet south of the bridge, a temporary shift remains in place with lanes narrowing and shifting slightly west to facilitate reconstruction of the Shady Grove Presbyterian Church parking lot and for the remaining construction of the final alignment of Redland Road and access to Overhill Road. Construction vehicles are now able to travel under this structure and remain in the project right-of-way with minimal impact to local traffic.